CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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(FOR KEY SEE REVERSE)

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1. The Astrakhan Dry Cargo Seaport, second largest on the Caspian Sea (the largest is Baku) was located on the left bank of the Volga River. The Port Administration was at Pier 5, Ulitsa Dzerzhinskogo. From 1923 to December 1946 the Astrakhan Port was subordinate to the Roadsteads State Petroleum Steamship Company (Reydtanker), and was referred to as the Dry Cargo Maritime Agency of Reydtanker. In December 1946 the agency was reorganized, and subordinated to the KaspFlot. At the same time the name "port" replaced "agency", so that the full title came to read "Astrakhan Dry Cargo Seaport". The 1946 reorganization, however, did not eliminate all the characteristics this port had had as an agency of Reydtanker; this is the reason why the organization of Astrakhan Port differed from that of other Soviet Merchant Fleet ports. The Astrakhan Dry Cargo Seaport was divided into the following two main areas (Uchastok):

   a. The first area, which could be referred to as the City Sector, was located opposite Novosolyanskiy Island, and was composed of Piers 4, 5, and 17; each of which was used for the different functions listed below:

      (1) Pier 4 was used largely to receive timber traffic coming from the Upper Volga through Durnovskiy Zaton (Durnovo Creek) where the timber floats were reassembled for sea transport. The floats were constructed in the shape of a cigar 40 m long, and approximately 5 m in diameter. One, or, at the most, two such floats were then towed to the Caspian Sea by tugs.

      (2) Pier 5 was used for the loading and unloading of machinery, ores, and food products. These goods came mostly from Baku and Makhachkala, and were either transloaded into river vessels, and shipped upstream on the Volga, or were transloaded into railroad cars.

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(3) Rock salt, which had come down the Volga from the Lake Elton-Baskunchak area, was transloaded on Pier No. 17 into seagoing ships bound for Baku.

b. The port's second area, known as the Roadsteads Sector, was located southwest of Astrakhan, opposite Zayachiy Island. Raw cotton from Krasnovodsk was processed in this area. The cotton came packed in bales of 180-240 kg. On the Astrakhan Roadsteads cotton was either first transloaded into barges, and then into river vessels, or put directly into river vessels.

3. The organization of the Astrakhan Dry Cargo Sea Port Administration was somewhat peculiar:

a. Leading personnel were as follows:

(1) the Port Commander (Nachalnik Porta) was Capt. MF third class, Nikolay Aleksandrovich ROMANOV;

(2) the first deputy of the Port Commander was Chief Engineer Dulkin;

(3) the second deputy; and

(4) Chief of the Port Operation Section was Senior Lt. MR Semën Yakovlyevich AGAPOV.

b. In general, the Astrakhan Port management was composed of these four groups:

(1) Port Administration

(2) Port Sector's Administration

(3) Port Fleet

(4) Port Cargo Processing Equipment

4. The Port Administration was composed of several sections, either directly subordinate to the Port Captain, or indirectly, through one of his deputies. These sections were as follows:

a. Directly under the port captain were:

(1) Office of the Port Captain. The T/O of this office had five employees: the Port Captain, one secretary, one legal advisor, one engineer, and one technician.

(2) Signal Section. Chief of this section was Senior Technical Lt, MF Vitaliy ZAYTSEV. The T/O of this section included 17 employees: one chief, one senior engineer, one engineer, three senior radio technicians, three radio technicians, three radio mechanics, three senior radio operators, and three typists.

(3) Planning Section. The section chief was Senior Lt, Administrative Service, MF, Ivan Stepanovich YELISTRATOV. On duty with this section were one senior engineer, one engineer, and one economist.

(4) Labor and Wage Section. Chief of this section was Mrs. Yevgeniya KODATSKAYA-MALOVA. There were five employees in this section: one senior engineer, two engineers, and two technicians.

(5) Accounting Office. Chief of this section was Senior Accountant (fnu) SOLDATOV; under him were nine employees: three senior accountants, three accountants, two bookkeepers, and one cashier.

(6) The Personnel Section, comprising seven employees, had one chief, three senior inspectors, and three inspectors.

(7) Technical Supply Section. This section was served by 11 employees: one chief, two freight experts, two agents, two senior warehouse receptionists, three warehouse receptionists, and one bookkeeper.

(8) Administrative Section. Chief of this section was Senior Lt, MF (fnu) BLINOV. In this section there were 11 employees: one chief, one executive, one administrative assistant, two typists, one courier, one archive clerk, two drivers, and two cleaning women.

b. Indirectly responsible to the Port Captain and subordinate to the Port Administration's Chief Engineer were:

(1) Marine Engineering Section (Mekhaniko-Sudovoy Otdel), with 12 employees: one chief, two senior engineers, two group engineers, four engineers, and three technicians.

(2) Loading and Unloading Equipment Section (Otdel Mekhanizatsii), which had eight employees: one chief, two senior engineers, three engineers, and two technicians.

(3) Transportation Section, with 32 employees: 1 chief, 1 dispatcher, and 30 drivers and stevedores.

c. Under the Port Administration's Chief of Operations were the following sections:

(1) Operation Section, with 13 employees: one chief, four senior dispatchers, four dispatchers, one senior engineer, two engineers, and one secretary.

(2) Freight Section (Kommerchesko-Gruzovoy Otdel) with six employees: one chief, one senior economist, one economist, one senior tariff expert, and two tariff experts.

(3) Maritime Inspectorate. Chief of this inspectorate was Senior Lt.MF Anatoliy Rodionovich KOPYLOV. The Inspectorate has four employees: one chief, one senior inspector, and two instructors (one skipper and one mechanic).

5. The Port's second main operational group was divided into two sectors, Sectors I and II; their responsibilities are listed below:

a. Sector I was composed of three groups; one for loading and unloading, one for the freight warehouse, and one for mechanized equipment. These groups functioned as follows:

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(1) Loading and Unloading Group. This group was responsible for the organization of loading and unloading cargo. With this unit were 31 employees: 1 chief (who was also Chief of the First Sector), Lt MF (fnu) ALEKSANDROV, 3 dispatchers, 6 senior freight receptionists, 12 freight receptionists, 3 senior tariff experts, 3 tariff experts, 1 engineer, and 2 technicians.

(2) Freight Warehouse Group. This group handled the storage and safekeeping of freight; it was composed of 15 employees: the warehouse manager, three senior receptionists, three receptionists, three senior weighers, three weighers, and two freight cashiers.

(3) Mechanized Equipment Group. This group was responsible for the operation of the port's loading and unloading facilities; the personnel numbered 72 employees: 1 senior engineer, 2 engineers, 3 senior mechanics, 6 mechanics, 15 senior crane operators, 15 crane operators, 9 senior motor operators, 9 motor operators, 6 senior electro-technicians, and 6 electro-technicians.

b. Sector II. This section was composed of two groups: Loading and Unloading and Mechanized Equipment, whose functions were as follows (this sector did not have a warehouse group):

(1) The Loading and Unloading Group was serviced by 25 employees: one chief (who was also the chief of Sector II), three dispatchers, three senior freight dispatchers, six freight dispatchers, three senior tariff experts, three tariff experts, two technicians, one senior weigher, and three weighers.

(2) The Mechanized Equipment Group was serviced by 38 employees: 1 engineer, 3 senior mechanics, 6 mechanics, 12 senior crane operators, 12 crane operators, 1 senior motor operator, and three motor operators.

6. The third main operational group of this port was the Port Fleet, which was composed of:

a. Passenger Vessels. There were two such ships:

(1) The steamship KRASNOARMEYETS. Captain of this ship was Capt. MF Third Class Gleb (fnu) ANDREYEV. The ship was a pre-revolutionary, wheel-type, two-deck, seagoing passenger ship, equipped with a compound steam engine of 800 HP at 35 r.p.m., and two Scotch boilers with a steam pressure of eight atmospheres. The length of this ship was 80 m. and the width 10 m. The transport capacity was 600 passengers. This ship was used as a floating excursion ship by the Astrakhan-Yaroslavl line for sailors and their families living in Astrakhan. Until 1948 when a separate passenger transport line was created, this ship was used for passenger transport between Astrakhan and Guryev.

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(2) The Steamship GELIOTROP. This was also an old pre-revolutionary wheel-type, two-deck, sea-going passenger ship, equipped with a compound steam engine of 600 HP at 30 r.p.m., and two Scotch boilers with a steam pressure of 8 atmospheres. The length of this ship was 60 m., and the width 8 m. The ship, which could carry 400 passengers, had a faulty engine, requiring the ship to be under repair 75% of the time. Originally, this ship was used on the Astrakhan-Guryev line, and, later, on the run between Astrakhan and Olya.

b. Nine tugboats which were used for local tugging work in Astrakhan's port. They were as follows:

(1) The steam tugboat URAL and another tugboat of this same type, whose name I cannot remember. These were old pre-revolutionary, wheel-type, seagoing tugs equipped with a compound steam engine of 400 HP at 30 r.p.m. These vessels had Scotch boilers with a steam pressure of 8 atmospheres. The length of these tugs was 40 m; the width, 6 m.

(2) The steam tugboat KOMMUNISTKA, an old, pre-revolutionary, propeller-type seagoing tug equipped with two compound steam engines capable of 200 HP at 220 r.p.m. The vessel had one Scotch boiler, with a steam pressure of eight atmospheres. The length of the tug was 25 m.; width, 4 m.

(3) The steam tugboat NA VAKHTE. Eighty years old, this propeller-type seagoing tug, was equipped with a V-shaped compound steam engine; it had a 150 HP engine at 200 r.p.m., and one Scotch boiler which had eight atmospheres of steam pressure. The tug's length was 20 m.; width, 4 m.

(4) The five steel diesel tugboats manufactured in 1950 at Riga Shipyard. These were propeller-type river tugboats (Rechnoy Buksir-RB), equipped with [redacted] type of diesel engine of 150 HP at 600 r.p.m. All of these tugboats were provided with ice-breaking belts. Their length was 18 m.; width, 3 m. One was called the DISPETCHER, and others, "RB [redacted]

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c. The motor schooner VETER manufactured at Astrakhan Shipyard in 1947. This was a wooden-hulled, one-propeller, schooner with a capacity of 100 tons. It was equipped with two sail masts and a gasoline (tractor) motor of 100 HP at 800 r.p.m. The length of the schooner was 40 m.; width, 5 m. It was used for the local transport of materials needed by the port and ports fleet, and to bring stevedores and workers to their places of work.

d. Barges. These barges included:

(1) Eight wooden hull barges [redacted] Each had a capacity of 2,500 tons, and was manufactured in pre-revolutionary times.

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(2) Six old, wooden-hulled barges [redacted] 25X1 with a capacity of 1,500 tons, each. These barges were mainly used as floating piers on the Astrakhan Roadsteads for transloading the cargos of incoming ships.

e. Two ships used as floating landings (Debarkaders), called the "017" and VOLGA. These were old, steel, two-deck vessels with a length of 80 m. and width, 9 m. The "017" was used as the headquarters ship of Sector II /See paragraph 5, b./. In 1950, however, the "017" was sunk, leaving only the VOLGA in use.

7. The Port's fourth main operational group was that which loaded and unloaded cargo. The equipment used for this purpose comprised one electric power plant, five floating and four shore cranes, and four shore transporters /see pages 9 through 12/. A description of this equipment follows:

a. The electric power plant had a capacity of 40 kw. and operated on direct current. It was powered by a Deutz diesel motor, which used diesel and "solar oil" for fuel. This power plant was used for the operation of port equipment when the city current was cut off, which, because of various defects, happened quite often.

b. Two electric shore cranes, each of 10 tn. capacity. They were used in Sector I /See paragraph 5,a./ for unloading piece goods.

c. Two Lorrain diesel cranes of 10 tons' capacity, which were used for the same purpose as those mentioned immediately above /See paragraph 7,b./.

d. Two floating diesel cranes, of 15 tn. capacity, mounted on the barges URAL and FRUNZE, respectively. The FRUNZE was permanently located at the Astrakhan Roadsteads; the URAL was attached to the Port Sector's Sector I, and was used mainly for unloading timber.

e. Three floating trans-loaders (Peregruzhateli) [redacted] These were steam-powered cranes, with a maximum of 20 tons' capacity; they were mounted on special vessels equipped with Scotch boilers, which had a steam pressure of 10 atmospheres. One of these cranes was equipped with a clamshell bucket and was generally used for trans-loading rock salt. 25X1

f. Four movable electric transporters, which were used on the shore; each had a capacity of one ton and a 20 m. step.

8. There were about 350 stevedores employed in the Astrakhan Port (The number of stevedores was set each year by the MF Ministry). Stevedores were paid piece wages (an average of 2.27 rubles per hour) and made 600-700 rubles monthly. When the port was quite busy, usually in spring and fall, the stevedores' monthly wage sometimes reached 1,000-1,100 rubles per month. The crane operators normally made a salary of 1,000 rubles monthly; their minimum monthly wage was 640 rubles.

9. The 1951 Astrakhan Port Cargo Processing Plan called for the following schedule of work, expressed in million tons.

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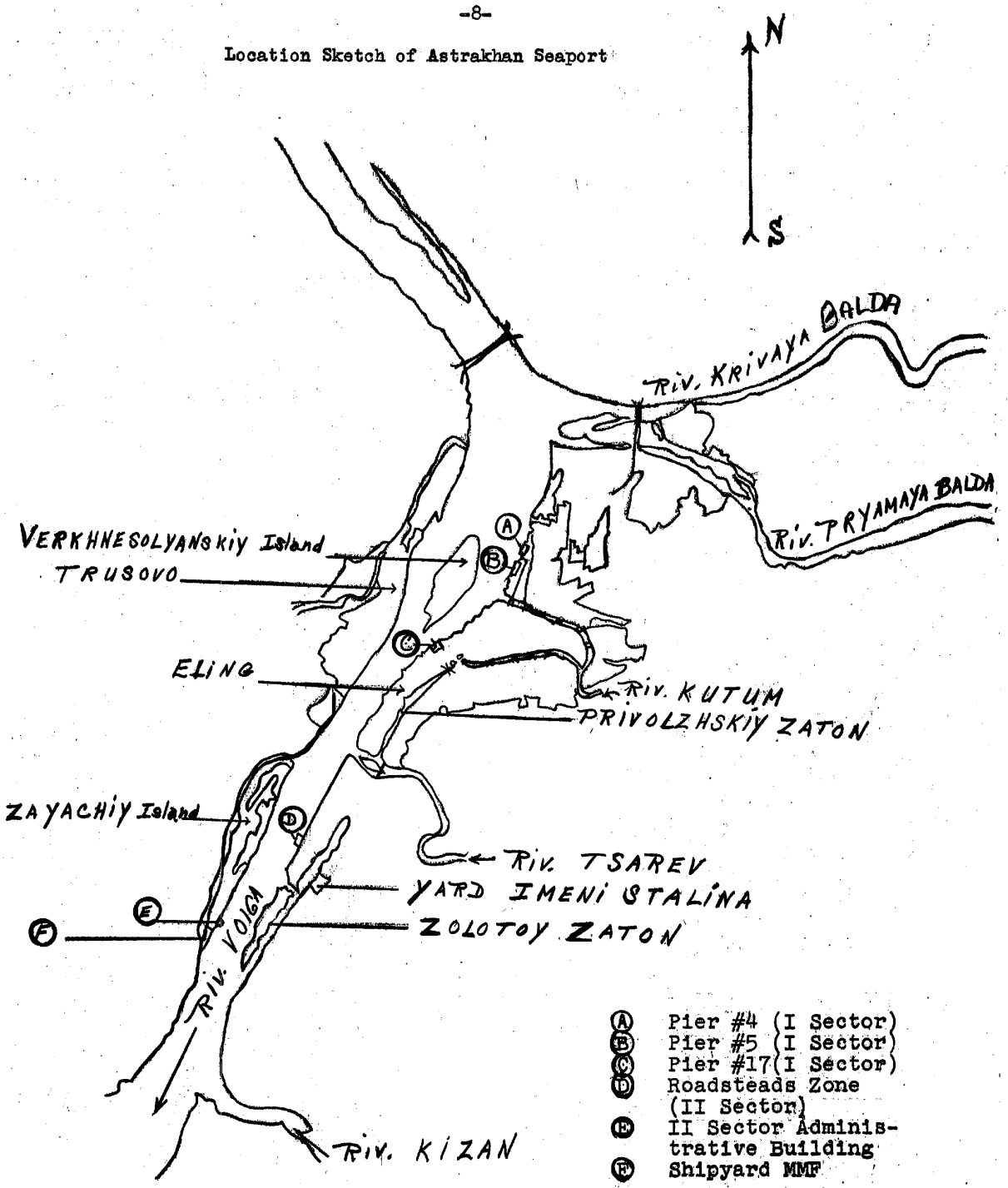
Type of cargo	Loading	Unloading	Freight Processing Index		
			RR Line-Pier-Ship	Ship-Roadsteads-Ship	Ship-Pier-Trucks-RR Line
Raw cotton		0.4		0.4	
Machinery & equipment	0.1	0.4	0.2		0.6-0.8
Timber	0.5				
Ore		0.1			0.2
Salt	0.4			0.4	
Grain					
Food products		0.2			0.2
Drinking water					
	1.0	1.1	0.2	0.8	1.0-1.2

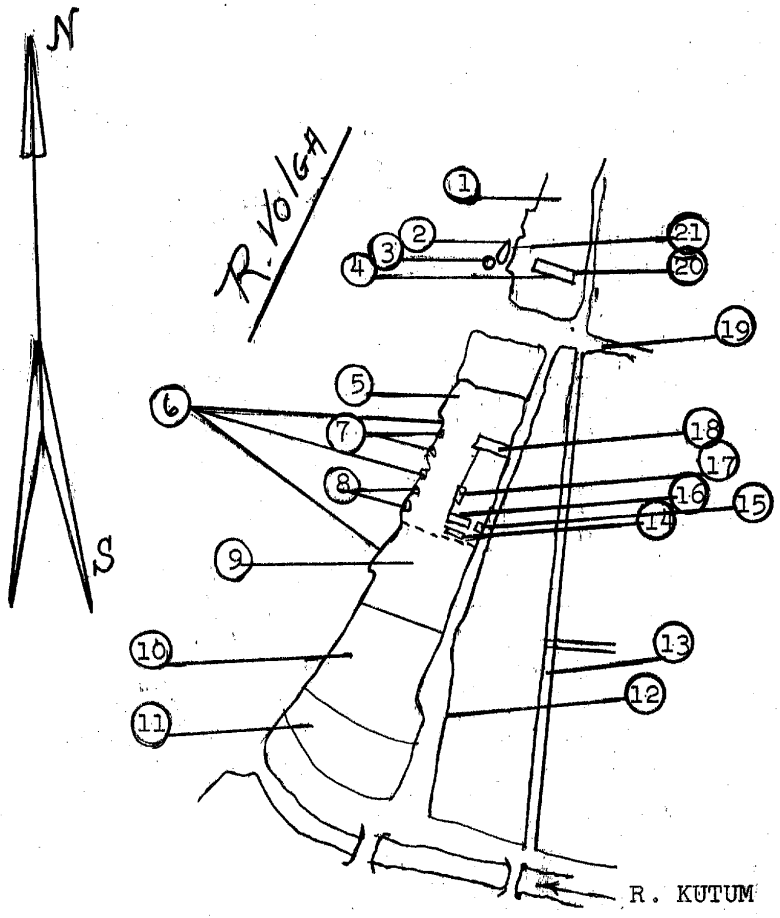
The first two columns totaled 2.1 million tons; plus the remaining three, 4.1 - 4.3 million tons.

10. Maintenance and repair of Astrakhan Port vessels and the port's loading and unloading equipment was done at the MMF Shipyard in Astrakhan, located on Zayachiy Island. The volume of annual production of this yard equaled 2,500,000-3,000,000 rubles. This installation also served as an emergency ship repair yard for the Caspian Fleet vessels which came to Astrakhan.

Location Sketch of Astrakhan Seaport



Astrakhan Seaport: Sector I, Piers 4 and 5



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Legend

Astrakhan Seaport: Sector I, Piers 4 and

1. Pier #4 Zone
2. Landing (Barge #97)
3. Floating Crane URAL
4. Pier #4 Warehouses
5. Pier #5. Zone of the Merchant Fleet
6. Landings
7. Two Electrocranes
8. Two Diesel Cranes type Lorrain
9. Pier #5. Zone of the River Fleet
10. Plant Imeni Uritskogo
11. City Water Reservoir
12. Ulitsa (street) Dzerzhinskogo
13. Ulitsa Kuybyshev
14. Warehouses
15. Check Point at the Pier #5
16. Warehouses
17. Sea Port Administration Bldg.
18. Warehouses
19. Ulitsa Vtoraya Stepnaya
20. Check Point at the Pier #4
21. Sea Port Administration 2d Bldg.

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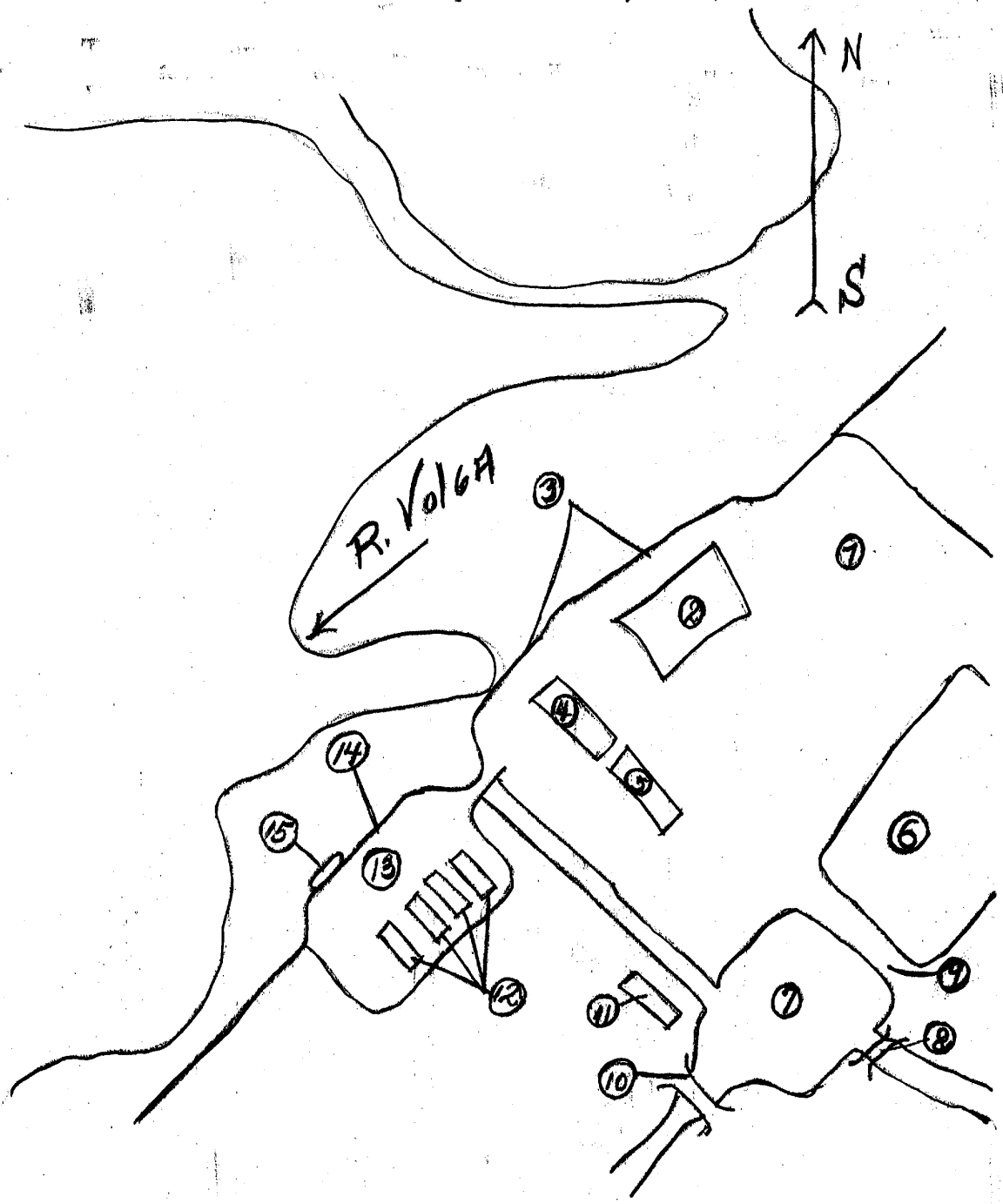
Astrakhan Seaport: Sector I, Pier 17



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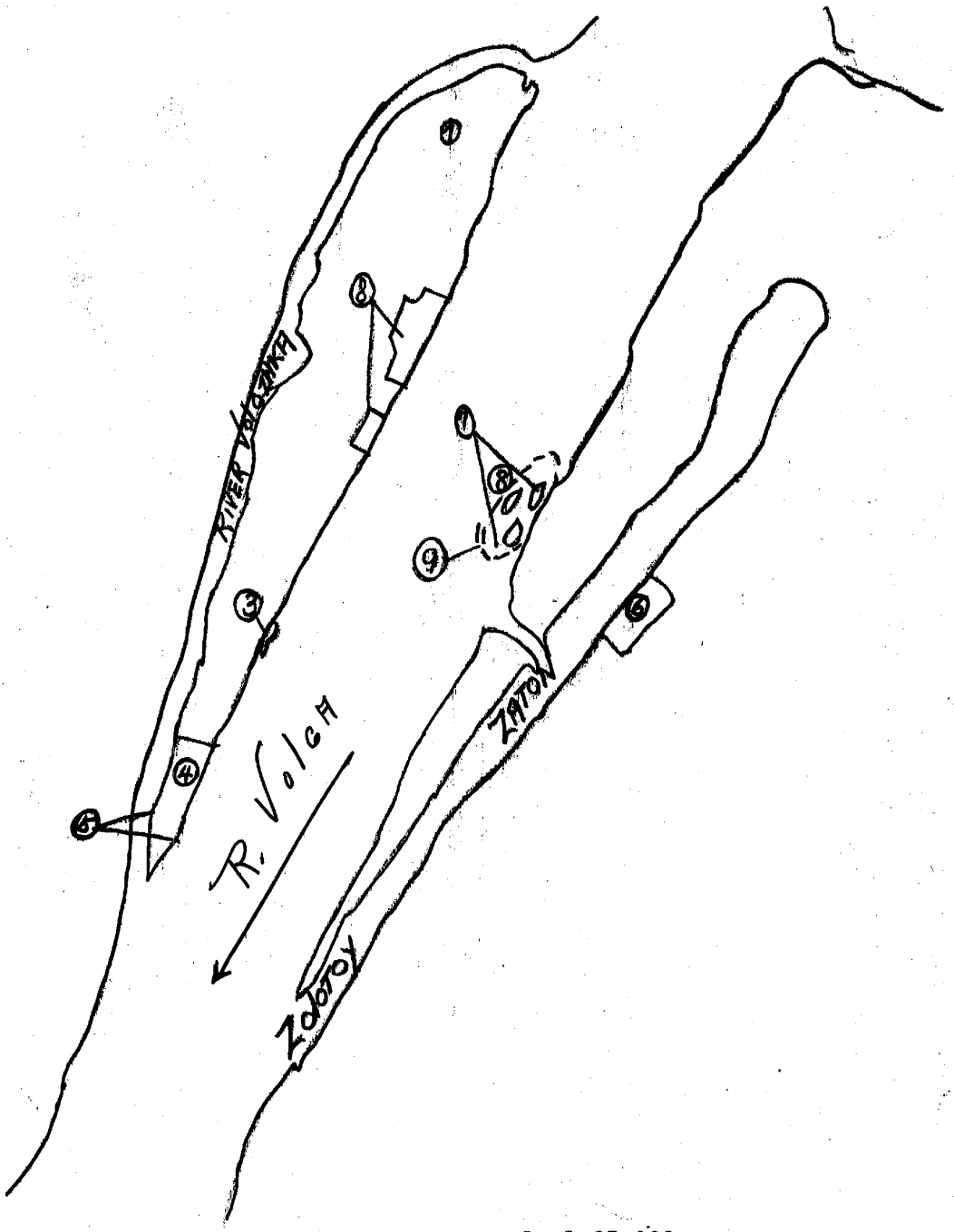
Astrakhan Seaport; Sector I, Pier 17

1. City Park
2. Waiting Room 1st Class
3. Passengers' Landings
4. Volga Tanker Steamship Company Administrative Bldg.
5. Waiting Room 2d Class
6.& 7. Lakes
8. Bridge Imeni Shaumyana
9. Passage to Pier #17
10. Custom Bridge
11. ReydTanker Steamship Company Administrative Bldg.
12. Freight Warehouse of the Pier #17
13. Freight Loading Zone of the Pier #17
14. Landing of the Freight Loading Zone
15. Floating Transloading Barge #3

Astrakhan Seaport: Sector II



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Astrakhan Seaport: Sector II

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1. Island ZAYACHIY
2. Plant "Imeni Tenth Anniversary of October Revolution"
3. Offices of the Port's II Sector
4. Shipbuilding Yard MMF
5. Anchorage Zone, MMF
6. Ship Repair Yard Imeni Stalina
7. Floating Transloading Barges #1 and 2.
8. Floating Crane FRUNZE
9. Water Zone (Akvatoriya) of the II Sector